

Andrew Society - 1st Friday

on
11 a.m. — Morning Prayer, &c. Rev.
D. Oet and Fong Yit San. Preac-
The Bishop.
7 p.m. — Evening Prayer and Song.
Rev. J. B. Oet and Fong Yit San.

There is a ten-ton boat which has been arrested at the wharf for depositing as members of secret societies and dangerous to the peace of the Colony. The boat was brought up before Mr. Justice this morning as a vessel of the "Big Thunder" and the case being remanded for a week. Some of the others are leaving the Colony to-day for their native places in the district of Bunai. One of the men is an old offender well known to the police, and has been deported before. He says that though he is sent away now, he intends to return before long. Two of the men arrived here for many years employed in the Ordnance Store Department, but are believed to be active members of the Triad Society.

A hukong who was brought before the Police Magistrate this morning on a charge of larceny is also believed to be a member of this organization. Upon searching his box for some of the stolen articles it was found, among them, the subject of the trial, which may throw some light upon the working of this revolutionary organization.

The steamer *Thio*, Captain Peters, which arrived here today from Sandakan and Australia reports. Arrived at Melbourne on Sept. 2nd, and proceeded up the River Yarra to Melbourne. The *Thio* was the largest vessel ever taken up the Yarra. Sailed again on the 4th for Newcastle, and arrived there on the 7th Sept.; left on the 10th with 2,000 tons coal and other cargo, arrived at Sydney same day. Sailed on the 12th, after taking in a large quantity of general cargo for Northern ports. Arrived at Brisbane on the 14th, and after taking in mail, passengers, and cargo, sailed on the 15th, en route for Townsville, Cooktown and Thursday Island. In lat. 10.39 S.; long. 142.53 E., picked up a boat containing the captain's second mate, steward, carpenter, and four A.B.'s of the ship *George Gordon*, of Glasgow, bound from Newcastle (N.S.W.) to Java. She had been wrecked on the Eastern Field reef, and the poor fellows had been in the small gig for eleven days. All their food and water were finished, and they were very much worn out. Sailed from Thursday Island on the 23rd, and arrived at Port Darwin on the 26th. After discharging cargo sailed again at daybreak on the 27th, and arrived at Sandakan (N.E.), on the 3rd Oct. After discharging 100 tons coal and taking in a quantity of logs and general cargo, sailed on the 6th at daylight. Throughout the weather has been remarkably fine. From Palawan to arrival at Hongkong strong N.E. winds.

A correspondent writes to us from Amoy as follows:—The *Peking* arrived here this afternoon (Oct. 8th) from Formosa. She was laden with tea, and her decks were crowded with Chinese passengers and their luggage. The bombardment of Tamsui was commenced on Thursday, the 2nd October. As the Chinese had only two forts there, and these were unfinished and mounted with nothing better than a few small breech-loaders and useless Chinese guns, the French found the work of reducing the fortifications of the place very easy, however, the French would land their forces at Tamsui to-day. Practically the French met with no active opposition at the port, and I can scarcely understand why they have delayed landing their troops so long. The French vessels there are the *Colonne*, *Triomphante*, *Duguay Trouin*, *D'Edinburg*, *Chabot*, *Renard*, and *Vipers*, and the transport *Tartar*. Everything is quiet there, but the natives looted one or two houses.

At Amoy the weather continues very warm. The following extract from a letter just received here from a resident at Tamsui will give you a pretty good idea of the situation at that port. It is dated Tamsui, Oct. 6th.

Just a line to let you know how we are getting on here. We are rather badly off, as we were bombarded on the 2nd inst. by three ironclads and one gunboat, but what they did to us I don't know, as we have only two unfinished forts, the one with two small Chinese guns, and the other with three small breech-loaders. So far the people have been pretty quiet.

News has reached Port Darwin of the capture of several Europeans by natives. The *Peter Deyn* *Times*, of Sept. 19th, says:—On Sept. 13th the township was unexpectedly attacked by the natives. The *Peter Deyn* was the first to be attacked, and was severely damaged. The *Victor* was also attacked, and was severely damaged. The *Victor* was also attacked, and was severely damaged. The *Victor* was also attacked, and was severely damaged.

degrees. For some days and nights the great heat has continued unabated and the prospect is good for still warmer weather to-morrow. To-night the thermometer is all but stilling with the lightest suggestion of a breeze. The police of this city report twenty-one convictions—nineteen men and two women. Brooklyn and Jersey City had many more. In Jersey City the heat was so intense that the public schools closed at 10 o'clock. The health officers of this city are now much alarmed over the hot weather, as they were not expecting it and supposed all danger had passed. The disinfecting corps was dismissed in the early part of last week. To-morrow will see the corps at work again, largely increased. The conduct of the people in the crowded tenements down town is pitiable in the extreme. Entire families are sleeping out on trucks and on the sidewalks, while every tenement roof is crowded with people and children. Hundreds of people are sleeping on the streets. 75 per cent of them being street animals. From the City Hall to Horse Bridge, along second avenue, a dead horse is met with every few blocks. Chicago, September 8. The past ten days in this city have constituted a historical epoch in the history of the city. The thermometer has rarely been under 75 degrees and has risen to 90. The peculiarity of the season has been the fact that the nights have afforded a slight relief, continuing very evenly through the full twenty-four hours. At 7 o'clock this morning the thermometer registered 82.

A raw days since, says the *Alta California*, the *Alta*, discussing the transfer of twenty-seven steamers, composing the fleet of the China Merchants Company, from Chinese to American ownership, and the hoisting of the American flag over the property so acquired, expressed a doubt whether this ship had been nationalized in any sense that would entitle them to the protection of our Government. The *Alta* spoke on the supposition that the entire law of the case was contained in the United States statutes, which seem to recognize no property of citizens of this country on vessels not registered, enrolled or licensed. But it appears that in practice foreign-built ships have long been sailed under the American flag, and that the Treasury Department, by some twist of the law peculiar to itself, has given the practice its sanction. The *New York Morning Register* has been investigating the subject, and has ascertained the rulings of the Treasury and State Departments bearing on the matter. In brief, the substance of these rulings is that Congress has not prohibited the carrying of the flag by foreign-built vessels, that the vessel is established; that it is "probable" the right to carry the flag would be respected by the Courts; that a bill of sale and a certificate from a Collector of the Customs are sufficient proof of American ownership. The fact that owners of such vessels are invited to place the flag on record by obtaining such Customs House certificates, though no vessel so acquired can be registered, licensed or enrolled. But—and here comes the remarkable part of all—these vessels flying the American flag, and recognized as entitled to American protection by the Treasury and State Departments, cannot legally import goods, wares or merchandise into the United States. They can trade from port to port in all other countries of the world, but the ports of their own country are closed to them. English, French, Italian, Norwegian, Chinese and Japanese flags and bottoms are entitled to enter our harbors and carry away our commodities, but the American flag is discriminated against and banished. This is one of the many ways in which the Government has of fostering the foreigner against the American. The American flag is discriminated against and banished. This is one of the many ways in which the Government has of fostering the foreigner against the American.

The match between the Racquet Club and Club was resumed this forenoon. The weather was again excellent for cricket, especially during the afternoon, when the atmosphere was deliciously cool. Lieut. Bunbury, one of the best bats of last night, was unable to play, and Lieut. Jarrett's place was taken by Mr. W. H. E. Darby. The remaining batsmen for the Racquet Club succeeded in bringing up the score to 102, thus leaving the Club 28 runs to the good on the first innings. The Club men in their second innings, were hardly so fortunate as they were in the first, the last wicket falling, about four o'clock, of which Mr. Hodder contributed 44 and Mr. Hendry 20. When time was called, the Racquet Club had scored 87 runs for the loss of five wickets. The match then ended in a draw, rather more in favour of the Racquet Club, than the Clubmen. Mr. E. J. Coxon's play in the second innings, in which he made 35, was generally admired. The bowling analysis throughout the match was fairly good, and Mr. Wilson's record in the first innings of the Racquet Club, a wicket for 24 runs, was particularly good. The following is today's score and also the full score of the first innings of the Racquet Club.

THE TUNG WAH HOSPITAL. To the Editor of the "CHINA MAIL." Hongkong, Oct. 11th. Sir—Knowing from a long experience something of the pernicious influence of the Tung Wah Club, I believe the most effective way of eradicating it would be to destroy it. I have therefore suggested to the Hon. Mr. Jackson, that this could best be done by advertisements in the native papers, and Official Notices hung at the gates of the Tung Wah Club and the Court House.

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Inspector Swanton, on examination of defendant's box, found some property in it belonging to P. O. 100, and a watch belonging to another convict. The articles found had been reported stolen some time since.

Upon searching defendant's box, a book relating to the Triad Society was also found. The case was remanded for a week.

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Mr. Caldwell addressed the Court for the defence and pleaded that defendant had not in any way initiated the mob but had only complained to the constables of the manner in which they were treating the prisoner, whose defendant thought to be unnecessarily rough.

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The 18th, which was the most violent, did not seem to have visited any of the treaty ports, but Nagasaki also suffered from that of the 15th. Amongst the shipping casualties here may be noted the carrying of the German brigantine *Mercur* in the harbour, the wreck of the *Mercur* on the 15th, and the sinking of the *Wandering Minstrel* and *Hans*, whilst the American ship *Vigilant* was so much damaged by being fouled by two Japanese men-of-war, that she had to be beached.

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The police were powerless to stop the disorder, and the gendarmes and civil guards were called out and attempted to reorganize the procession. Their efforts were futile, however, and confusion became general. The mob stopped the procession at various places. The Chinese, finally, finding themselves unable to advance, slowly dispersed and the mob gradually subsided, but great excitement prevailed the whole evening. One hundred and eighty-five arrests were made. It is reported that three of the injured have died. Troops are stationed at various points to preserve order.

Asbury, September 7.—There is great excitement here to-day and many riots in sympathy with the outbreak in Brussels against the Chinese. The police are doing their best to keep the mob from dispersing. A number of arrests were made.

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During the last few days there have been 800 fresh cases of cholera in this city. The cholera has been spreading rapidly, and is now a serious danger to the health of the population.

STEAM LAUNDRIES IN SAN FRANCISCO.

The modern system of washing clothes, if not the perfection of mechanical art, is at least a great saving of labor over the old grandmothers' plan of hand-work, and has only the slight disadvantage of being rather rough on one's linen, and such a sudden and sharp removal of wrinkles that the usual method has almost supplanted the button for men's use. The process for washing clothes in a modern laundry, and there are several such in San Francisco, is really interesting, and is a study in the art of the few engaged in the business. The perfection to which the business has been brought is readily shown by the statement that in any steam laundry in San Francisco a bundle of dirty clothes could be thrown in at the door of the washing-room, outside of the books, marked, washed, dried, starched, polished, sorted, wrapped in paper and delivered to the wagon at the door of the distributing-room in fifteen minutes from the time they first entered the building. Of course this would be a rushing thing, and the work would have to be cleared for the work, but it could be done. The regular routine is for clothes brought in one evening to be returned clean to their owners the second morning thereafter. The process of hand-drying commences with the collection of the dirty clothes by the laundry wagon drivers, who have regular routes. Some laundries employ as many as a dozen wagons which make collections five days each week. When the driver has got through with his day's collecting, he dumps the clothes, all neatly tied in bundles, into the marking-room, where the lots of each driver are kept separate. In case the bundle belongs to a regular customer, but little work needs to be done in the marking-room. The bundle of a new customer has to have the name, address, day of collection and driver on it. These are copied into the day-book, and then the bundle is opened. A gentleman, known as a caller, spreads the dirty clothes out on the floor and with a few dextera strokes he has the bundle sorted. He then calls out the list to the hand-washer, who enters them on the day-book, checking back to see no mistake is made. The caller always makes it a point to look over shirts to see if valuable stains have been left there, and if so, he marks them. The business goes through the pockets of a white vest to make sure that neither knife, cigarette nor live-dollar piece lurks there. No trouble is ever taken to open common bone or pearl studs; they are thrown into a box, from which the caller takes them and always carefully entered on the book and returned. Dishonest markers are almost unknown. As soon as the list is entered the hand marker gives out a washing number, by which the owner's wash is over after a day. These numbers run from 1 to 2,000, and an ingenious arrangement of y's and dashes tells the driver. Thus a y before the number means Brown, after it Jones; a dash before, Richards, after Hendricks, and so on. As soon as the mark is given out the ink is rapidly put on the clothes, selected in regular places on each piece, to give the distributors as little trouble as possible. When marked, the ink is pressed over a hot iron and the clothes dumped into a universal pile, which contains the whole day's wash. This pile is then taken to the boiler, where the clothes go into the hot water at once. This is a huge cylindrical drum revolving in a trough of boiling water into which is put a liberal allowance of soap, borax or some patent washing fluid. After the clothes have remained in this long enough to loosen the dirt, they are taken out, boiled, drained, and then placed in a trough full of clean water, constantly renewed. At the one of this is a river worked by hand or steam, and the attendant dextrously weaves the clothes into a rope, and then through a machine and press, through into another trough full of fresh water beyond. After a stirring and pounding in this they are wrung out into a third trough. And thence to a fourth and are then ready for the last wringer. This is a metal drum, in which holes, which revolve horizontally at enormous speed, and the centrifugal force presses the last drop of water out of the clothes, leaving them simply moist. The heavy pieces are hung out to dry, while the shirts and small pieces and all too good to go to the hot chest, where in a few minutes they are as dry as a bone. From there the white pieces go down stairs to the starcher, and the flannels direct to the ironer. After the starcher has rubbed in a sufficient amount of stiffening the clothes go down to the finishing room, where they are pressed by a steam iron, which gives them more help than any part of the work. The best ironers work on shirts and collars, and the learners on flannels. The shirts go to the ironers, rolled up, with the starch still wet. The ironer opens the roll and spends about five minutes rubbing the starch into the grain of the linen. This is hard work, and to loosen the fibre the ironer takes the roll and beat it against the ironing-board. When the starch is well rubbed in, the pieces are rolled up again and left a while to go through the hands of the "sprinkler." This function is given the rolls, against which white water sprinkles enough water on them to prepare them for the iron. Then the work of the ironer begins, and hard work it is, too. He is a skillful man who can iron four shirts an hour in good shape, though many who have never seen him do so have heard of it. After the shirts are ironed they have still several handlings. The articles of female wear are passed over to ladies, ruffles, etc., and the shirts go to a left-handed young woman who, with a small piece of bone or ivory, smoothes the points the bosom and looks over them carefully. If there are any dirty spots, back they go to the wash again. Torn articles, or such as lack buttons, go to the seamstress and when all is right they are ready for the polisher, though lately polished linen for gentlemen's wear has come somewhat out of fashion. The shirt polisher is a large iron, having a heater inside, and which can be pressed by a foot treadle down on to a half-revolving block covered with blanket and calico. The polisher puts the bosom in place over the block, presses down the iron with his foot, and the steam, with a cover of cap backward and forward motions of the crank, which turns the block, provides friction enough to give the linen a fine gloss, though rather wearing on the goods. Collars and cuffs are polished in the same way, turn-down collars being "pressed" inside the shirt after they are polished. When cleaned and finished the clothes are taken to the distributing room. This is a large room having a table along one side and rows of shelves along the other side. The head distributor takes the day-book in which that day's wash is entered, and copies the marks in the order they appear on the book out to the shelves, leaving between each mark just the width of a shirt. A large laundry will average 4,000 bundles of clothes a day, and they are represented on the shelves by 1,000 laundry marks. These numbers will be divided into as many batches as there are drivers and branch

offices, averaging about eighty in a batch. The wonderful adaptability of the mind and the sense of location is shown in a distributing room. The men have to learn the exact location of each of 1,000 numbers on the shelves, different each day, and after they have once found a number and put one piece above it, they seldom have to hunt for it a second time, but when another piece of the same mark turns up will go to the place at once without a false step. When all the collars of the day's wash are in they are sorted first into the ten or twelve subdivisions, and then again into separate piles for each owner. It is a treat to see a good "distributor" sort collars. With a huge bundle in his left hand and seventy or eighty piles in front of him, he will look at the number on the collar, locate the pile to which it belongs and place it singly there in a neat, without a false motion, and almost as fast as the eye can follow him. An expert can sort more collars in an hour than ten green hands, and never make a mistake, while new men would make dozens. Handkerchiefs are sorted on to the piles, and so are socks almost as fast as one would deal cards, though the distributors often have trouble with the socks from the marks fading.

THE COST OF WASHING.

By night the bundles are all sorted and ready for tying up the next morning. If one wants to see lightning work let them take an early morning trip to some big laundry and watch the distributors at work. The head man takes the bundles from the shelves in rotation and rapidly checks off the pieces as they are taken. The two men who are given to the drivers, and nothing remains to be done but deliver them and collect pay. The machinery and plant of a good-sized laundry will cost fully \$50,000, and the place will give work to from 200 to 250 hands. On general work profits are small, but on ladies' fine fancy they are enormous. It is no rare thing for ladies' bills to run from \$25 to \$30 a week, though such extravagance are, as a rule, confined to leading actresses. Among laundriesmen Ellis Wilson is spoken of as the most successful. His bills and fittings are so exact that he is called the "gold mine" for ladies' bills to run from \$25 to \$30 a week, depending to course on the frequency with which they change their linen, but no man has any chance to approach the other sex in the cost of keeping clean.

Government Notification.

No. 56.

The following Rules regarding signaling at Sea are published for general information.

By Command,
FRANKLIN STEWART,
Acting Colonial Secretary,
Colonial Secretary's Office,
Hongkong, 17th February, 1883.

SIGNAL STATION, VICTORIA PEAK, HONGKONG.

1823 Feet above Sea Level.

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals made by vessels in the Offing will be repeated.

4. When Signalling to Men-of-War in the Harbour, a White Ensign will be hoisted at the Mast Head, and at the Mast Head of the Man-of-War.

5. When a Steamer, or the smoke of a Steamer, is sighted, the Compass Bearer at the Yard Arm, and Distance off at the Mast Head, will be hoisted. If, when the vessel is made out, she is not a Mail Steamer, or, when the vessel is hoisted, it will be kept flying until the ship anchors. The Distance Signal will be kept up fifteen minutes after the Steamer is made out.

6. If the Steamer is a regular Mail Steamer a Gun will be fired, and a Ball over the English, French, or American Ensign, with the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be hoisted down. The Ball and Ensign will be kept up until the vessel anchors. The Distance Signal will be kept flying for half-an-hour, and changed at each successive half hour to show the Distance off at that time. When the vessel is between Green Island and the North Point of Hongkong the Distance Signal will be hoisted down. If the Mail Steamer is not in the Harbour when it is too dark to distinguish flags, a red light will be exhibited at the Yard Arm, and a green light at the Mast Head until she anchors.

7. River Steamers will not be signalled.

8. If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar Flag will be shown above the Ball, and the Ball alone will be hoisted at the Mast Head.

9. The approach of Men-of-War and Sail vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Yard Arm.

Note.—The Distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Flags.

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By Order of the Directors,

JAS. B. COUGHTRY,

Secretary.

Hongkong, September 1, 1884. 1467

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